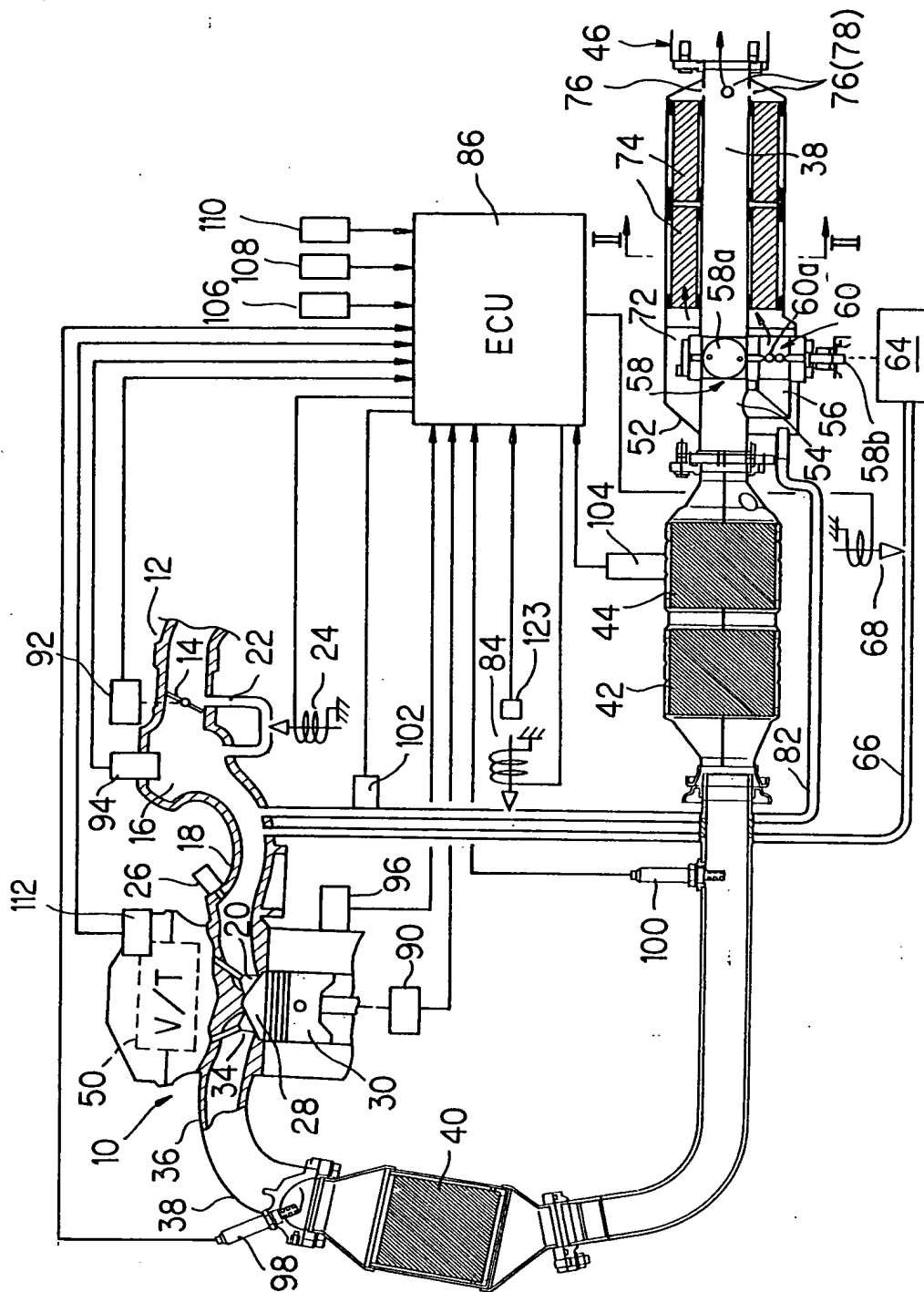
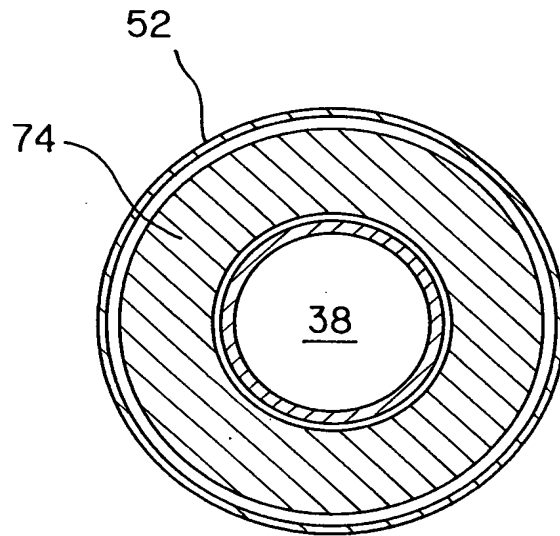


FIG. 1

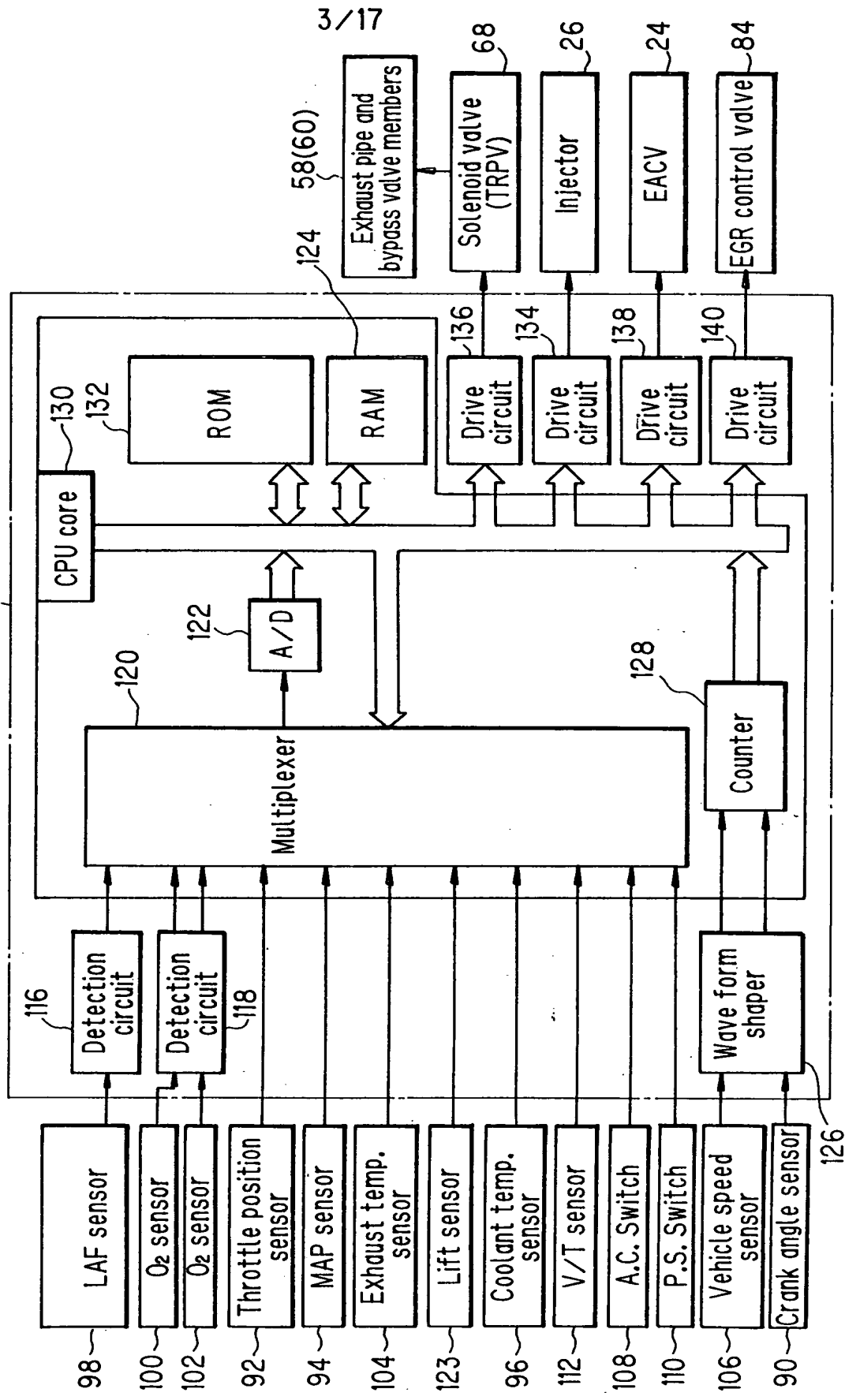


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**FIG. 2**

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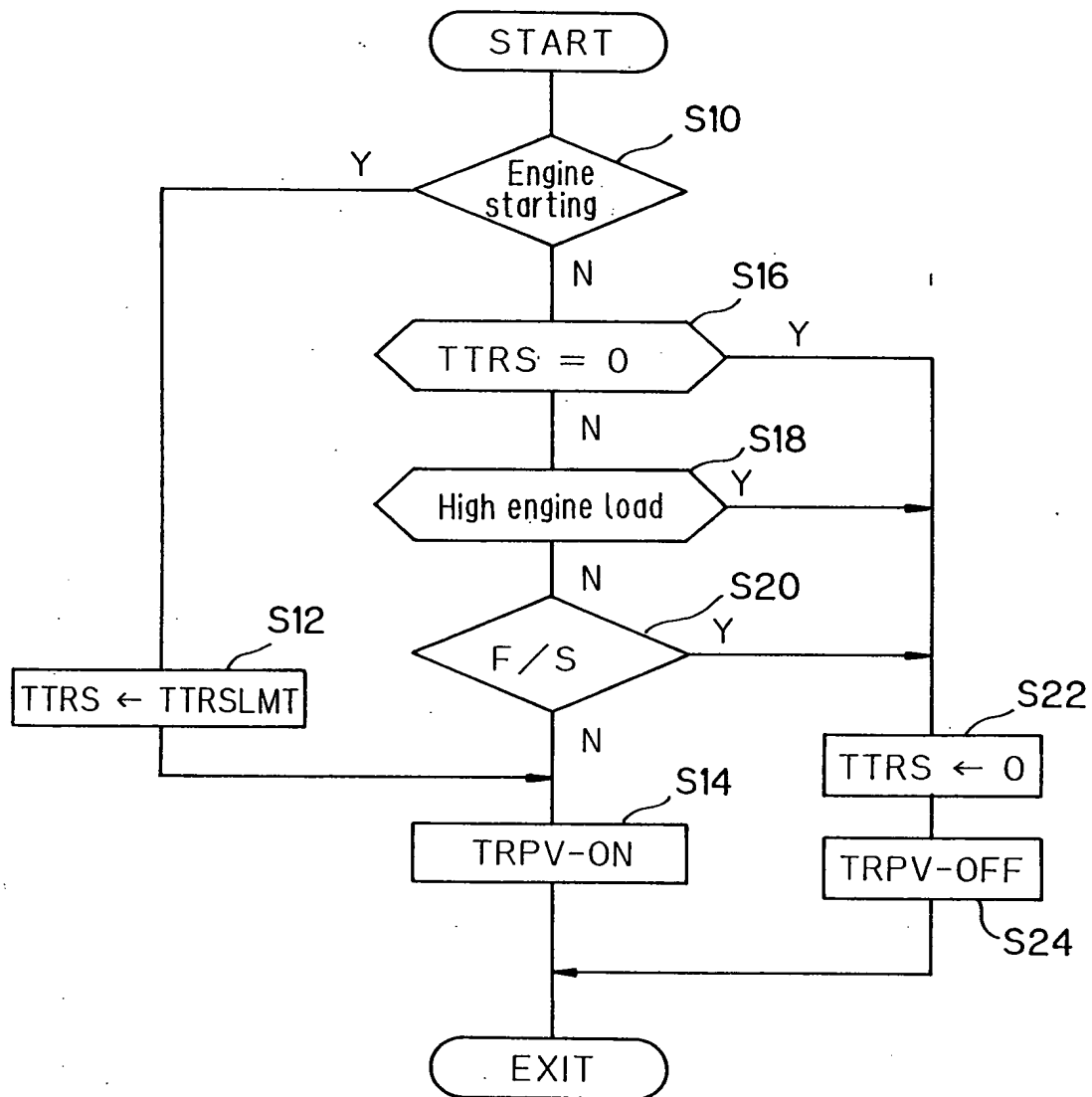
FIG. 3 86



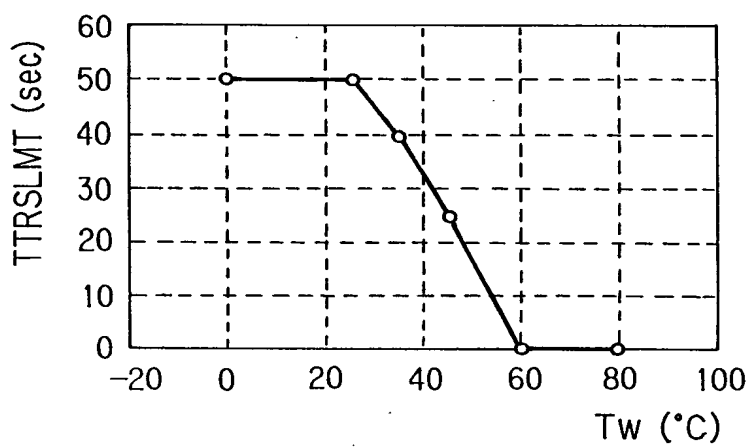
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FIG. 4

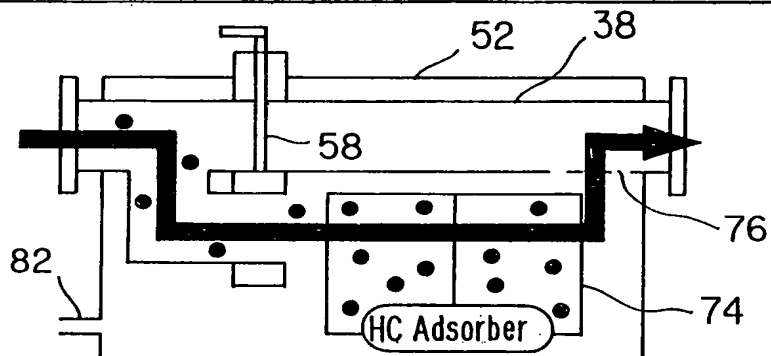


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**FIG. 5**

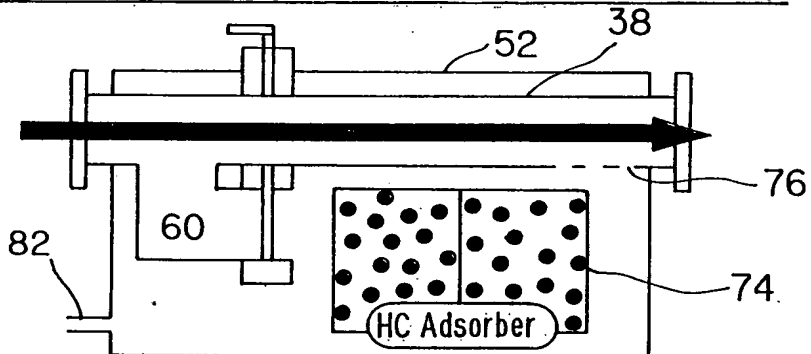
6/17 **FIG. 6**

From engine starting and low temperature (HC adsorption mode)



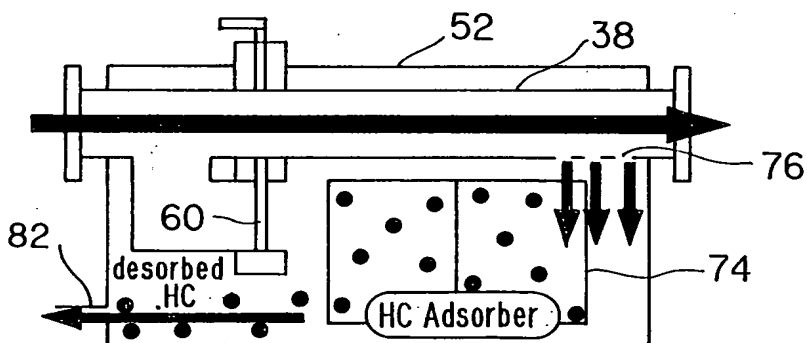
**FIG. 7**

Normal temperature and without EGR (HC trapping mode)

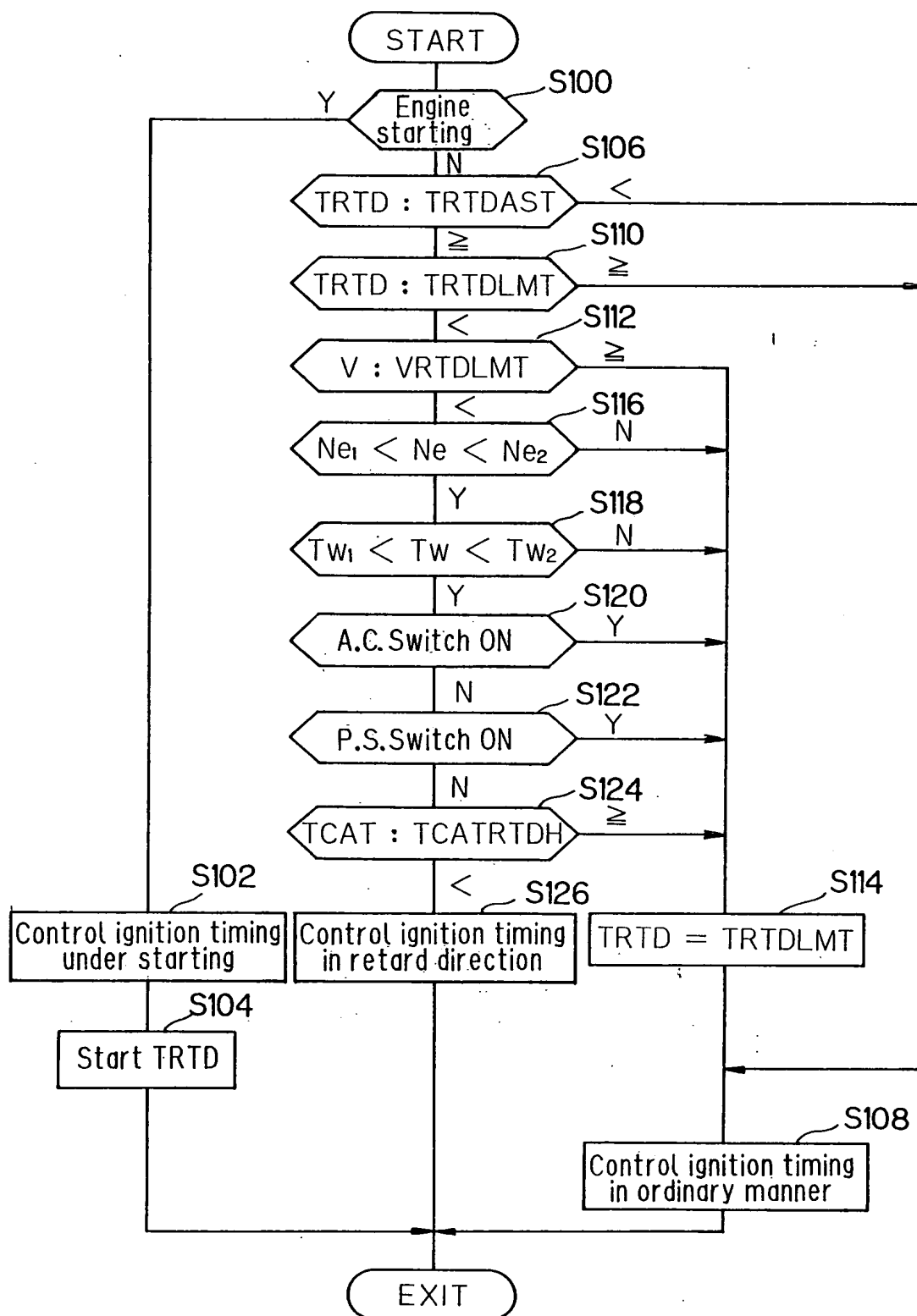


**FIG. 8**

Normal temperature and with EGR (HC purging mode)



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7/17 **FIG. 9**

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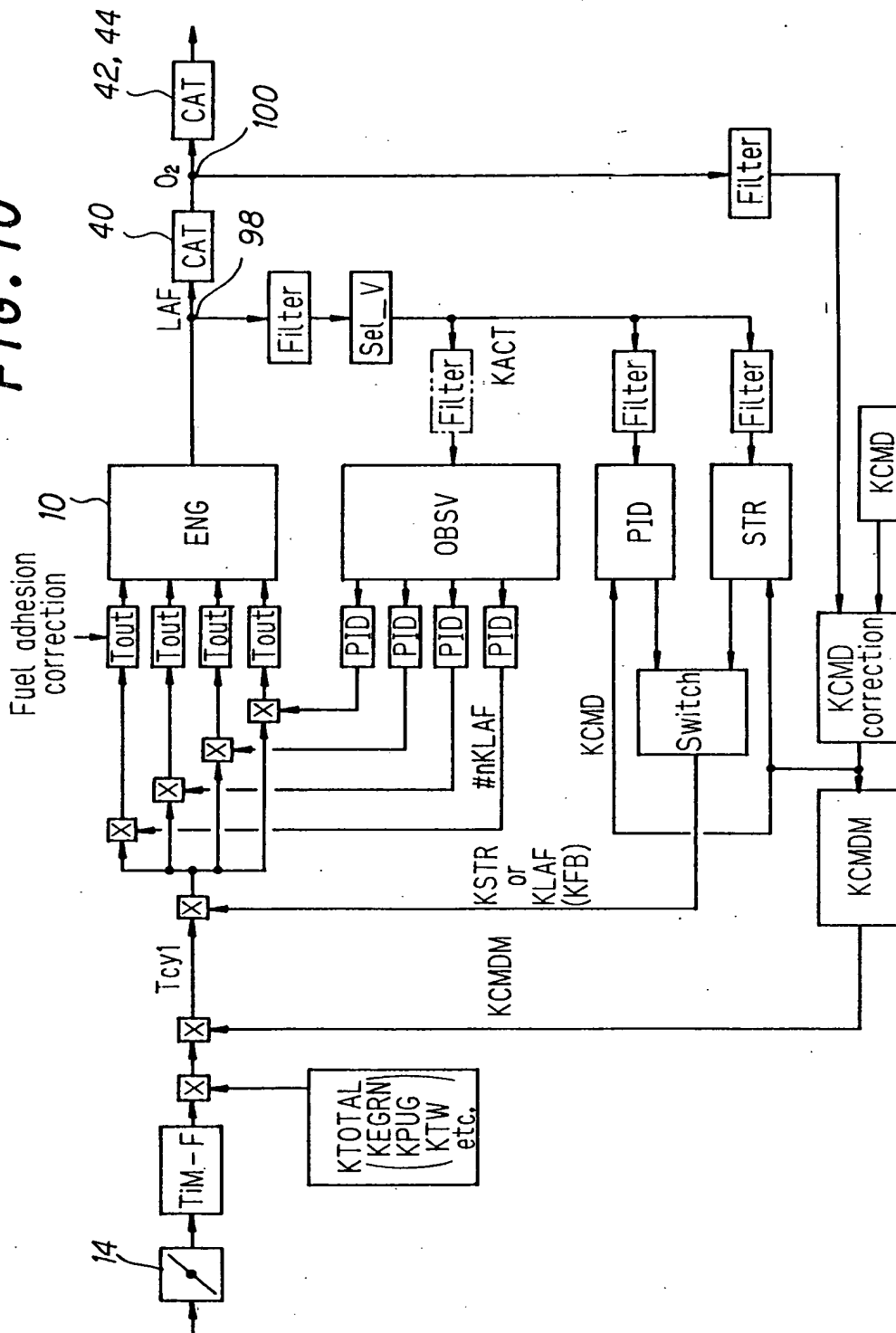
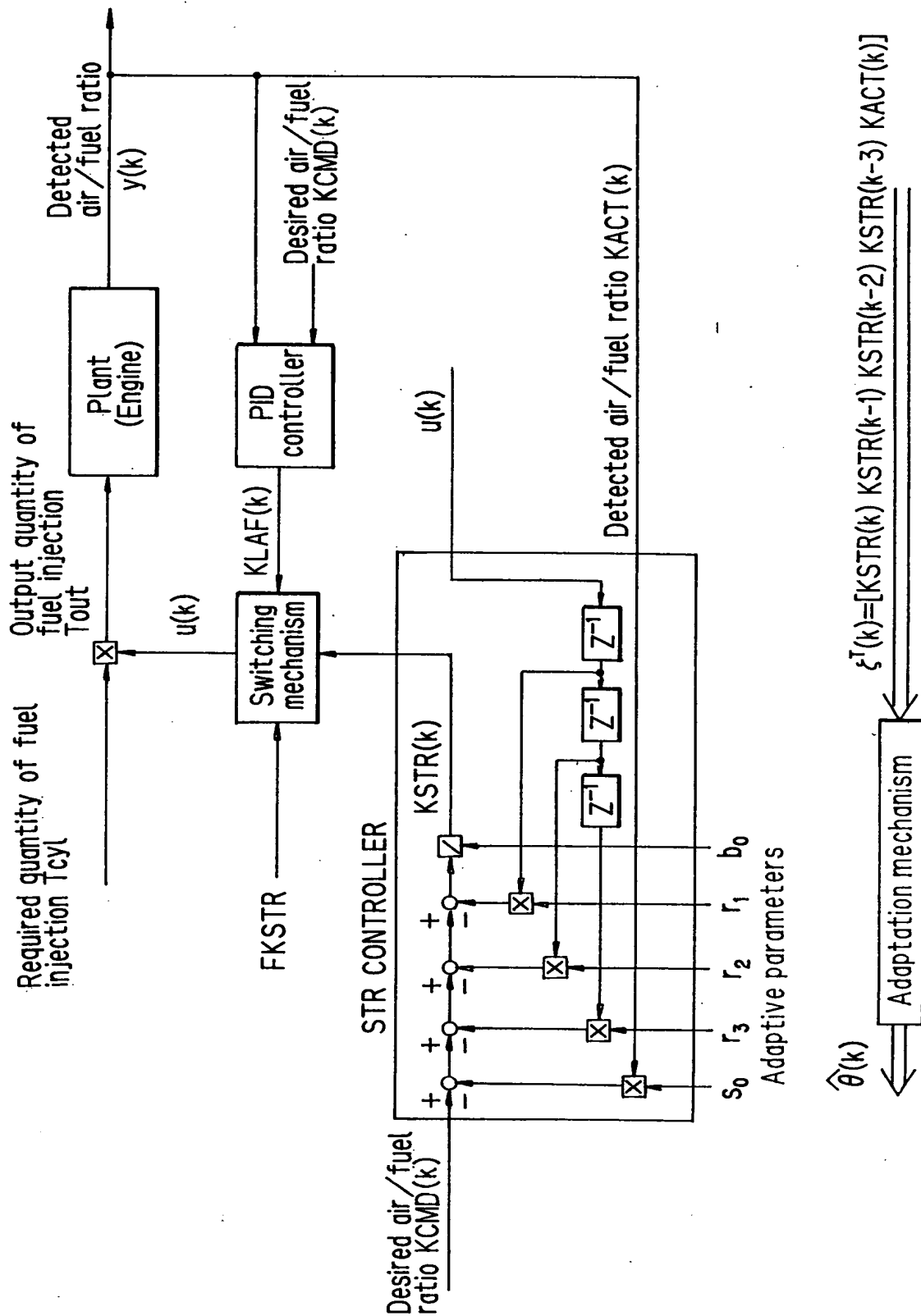




FIG. 11



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**FIG. 12**

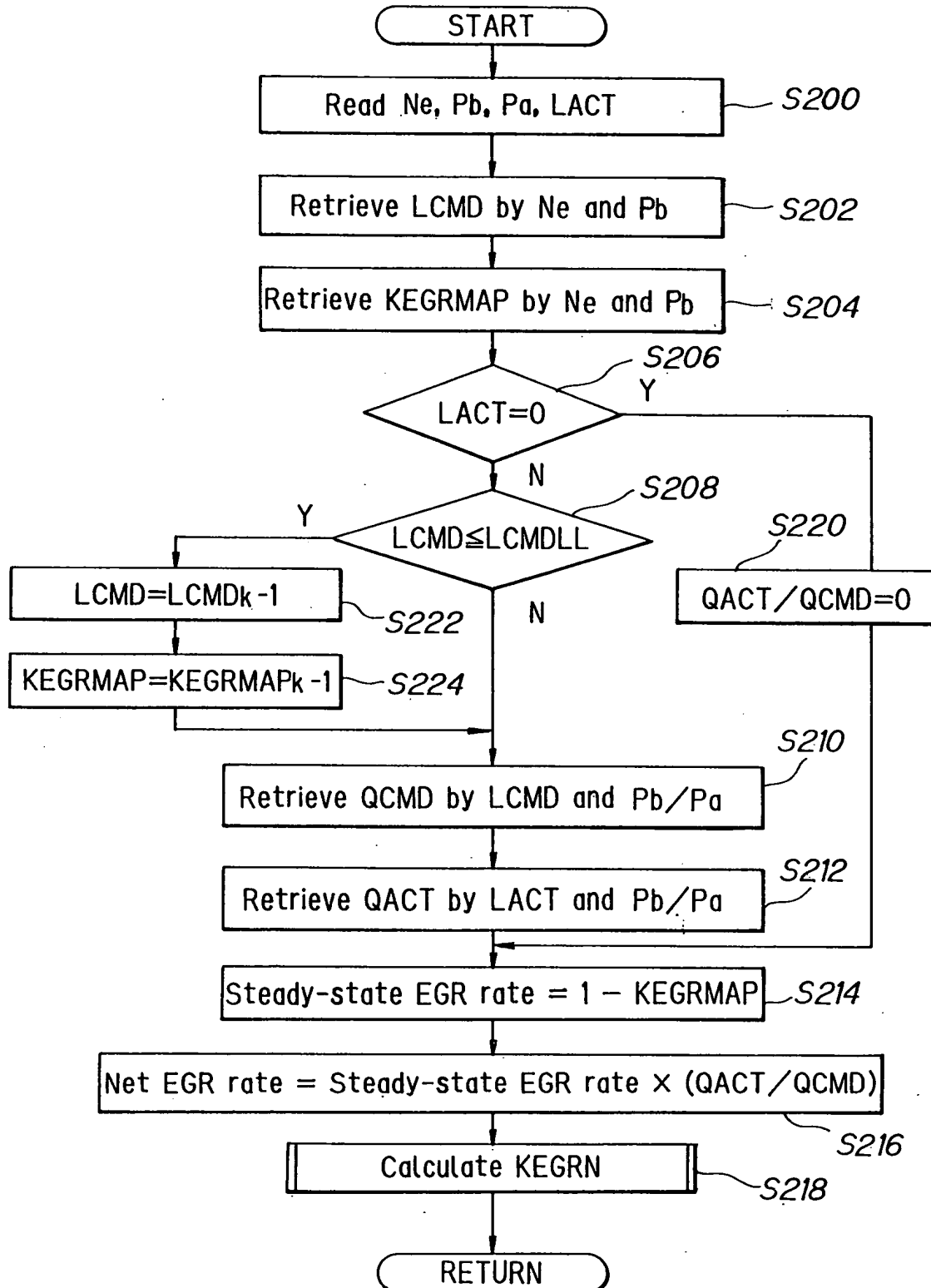


FIG. 13

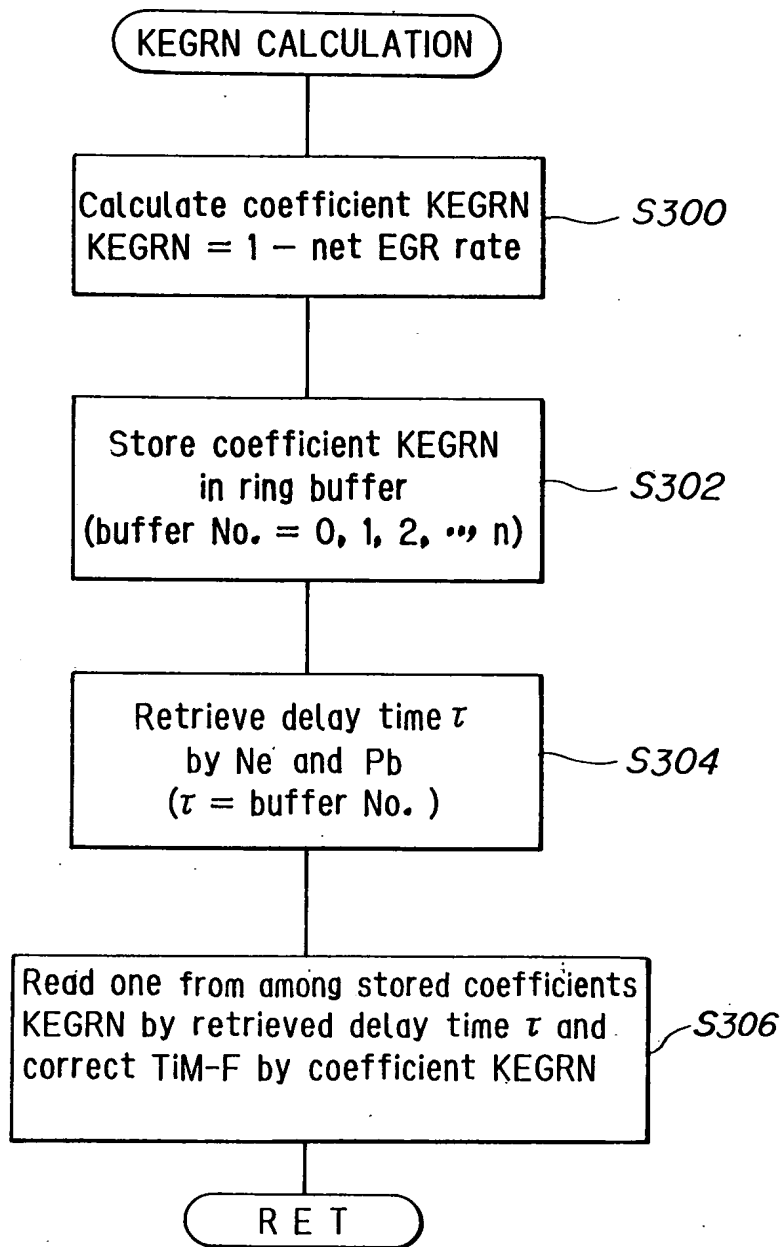


FIG. 14

KEGRN

	Current value	NO
	0	0
	1 TDC earlier	1
	2 TDCs earlier	2
	3 TDCs earlier	3
	4 //	4
	5 //	5
	6 //	6
	7 //	7
	8 //	8
	9 //	9
	10 //	10
	11 //	11
	12 //	12
	⋮	⋮
	n	n

FIG. 15

	Pb			
Ne				
		$\tau$		

FIG. 16

Current  
control  
cycle A



n TDCs	---	12 TDCs	11 TDCs	10 TDCs	9 TDCs	8 TDCs	7 TDCs	6 TDCs	5 TDCs	4 TDCs	3 TDCs	2 TDCs	1 TDC	Current value
earlier	---	earlier	earlier	earlier	earlier	earlier	earlier	earlier	earlier	earlier	earlier	earlier	earlier	

0.9

Correction  
coefficient  
KEGRN

1.0

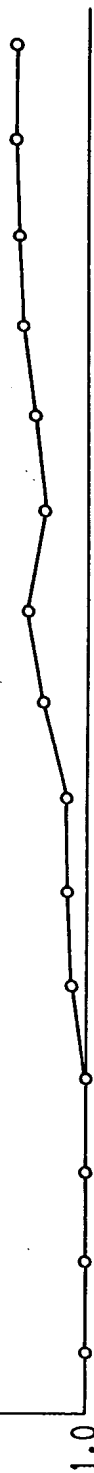
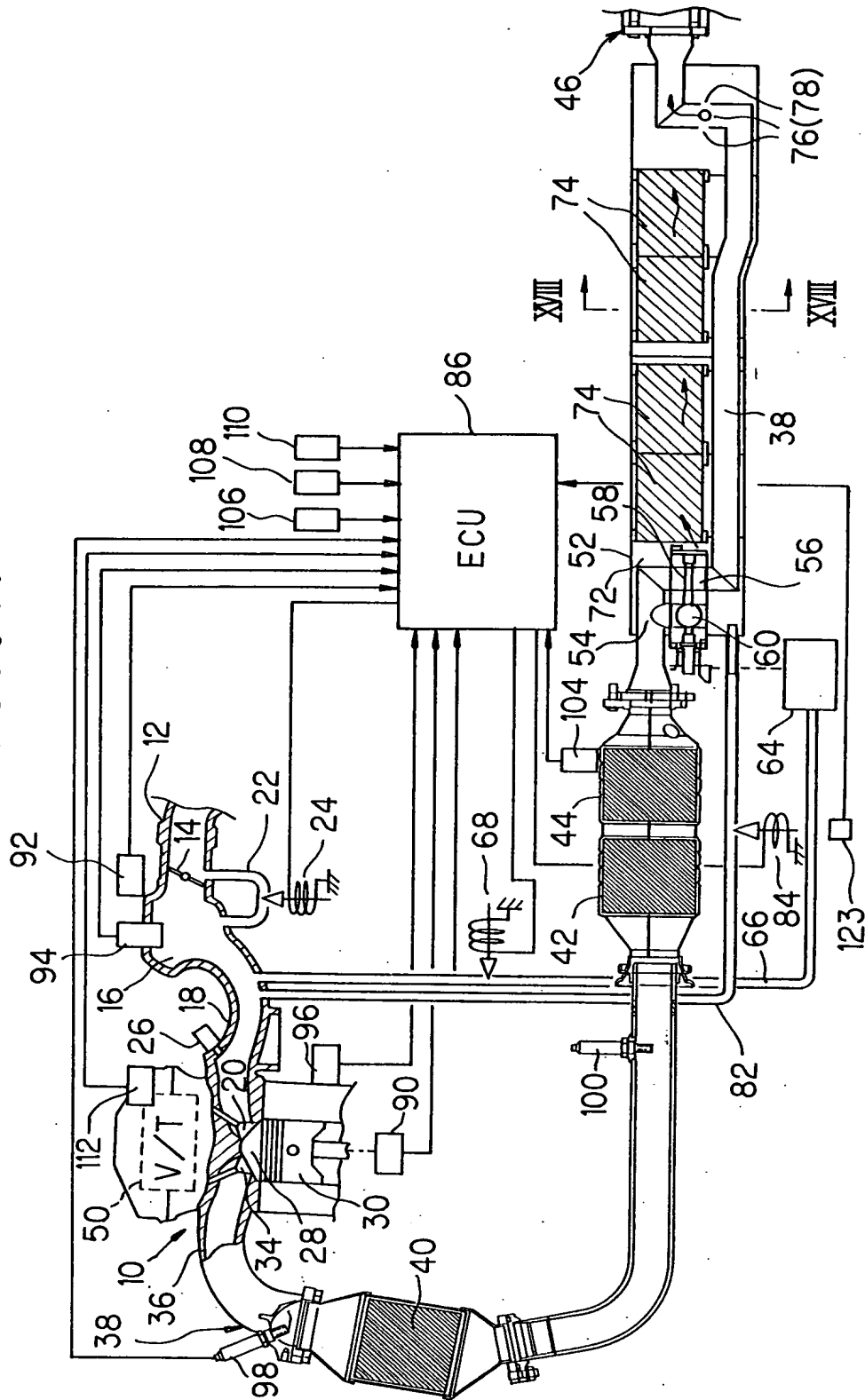


FIG. 17



**FIG. 18**

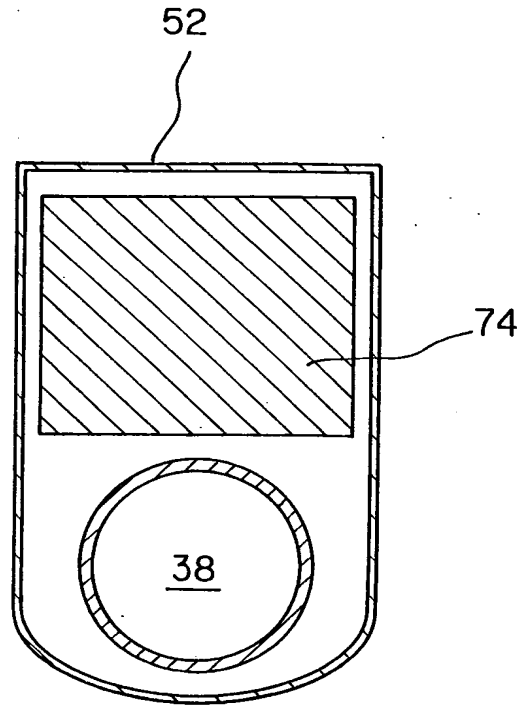
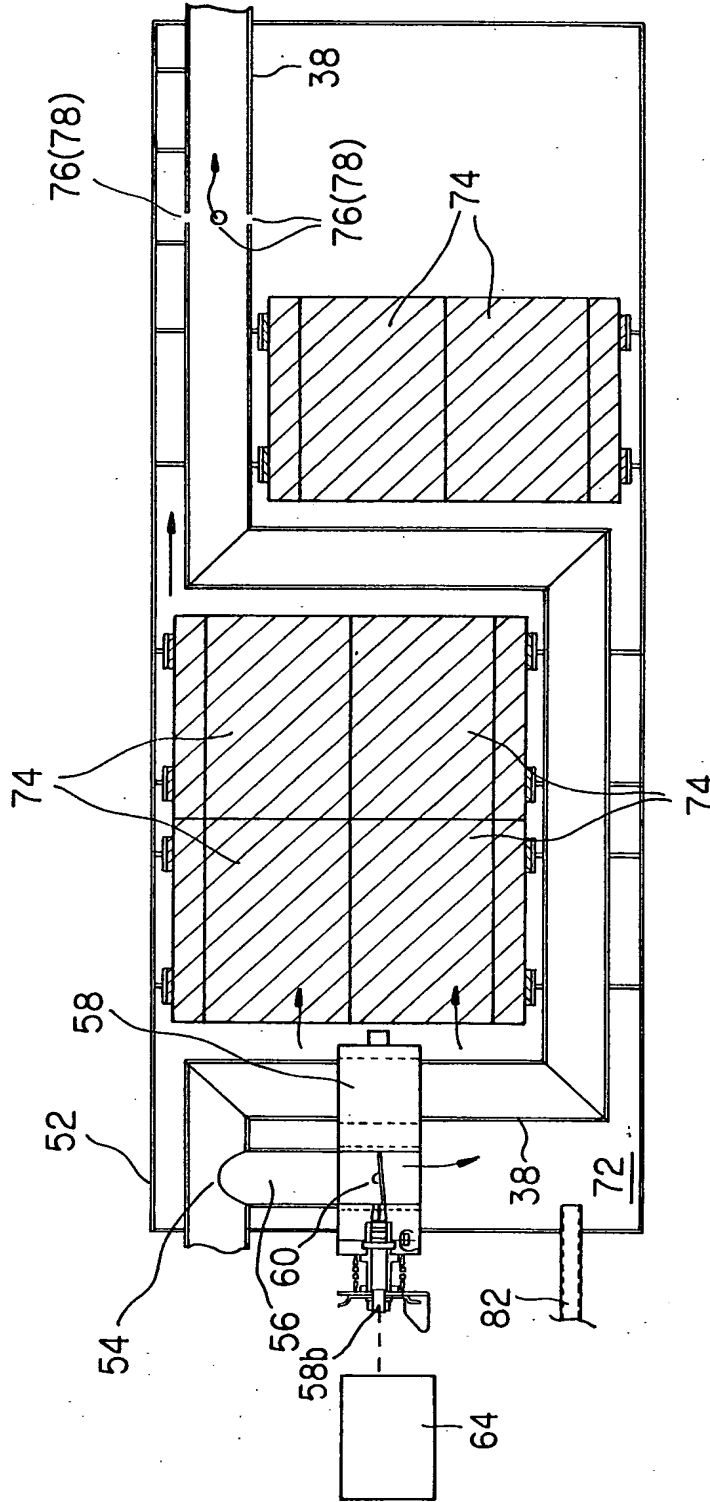


FIG. 19





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**FIG. 20**

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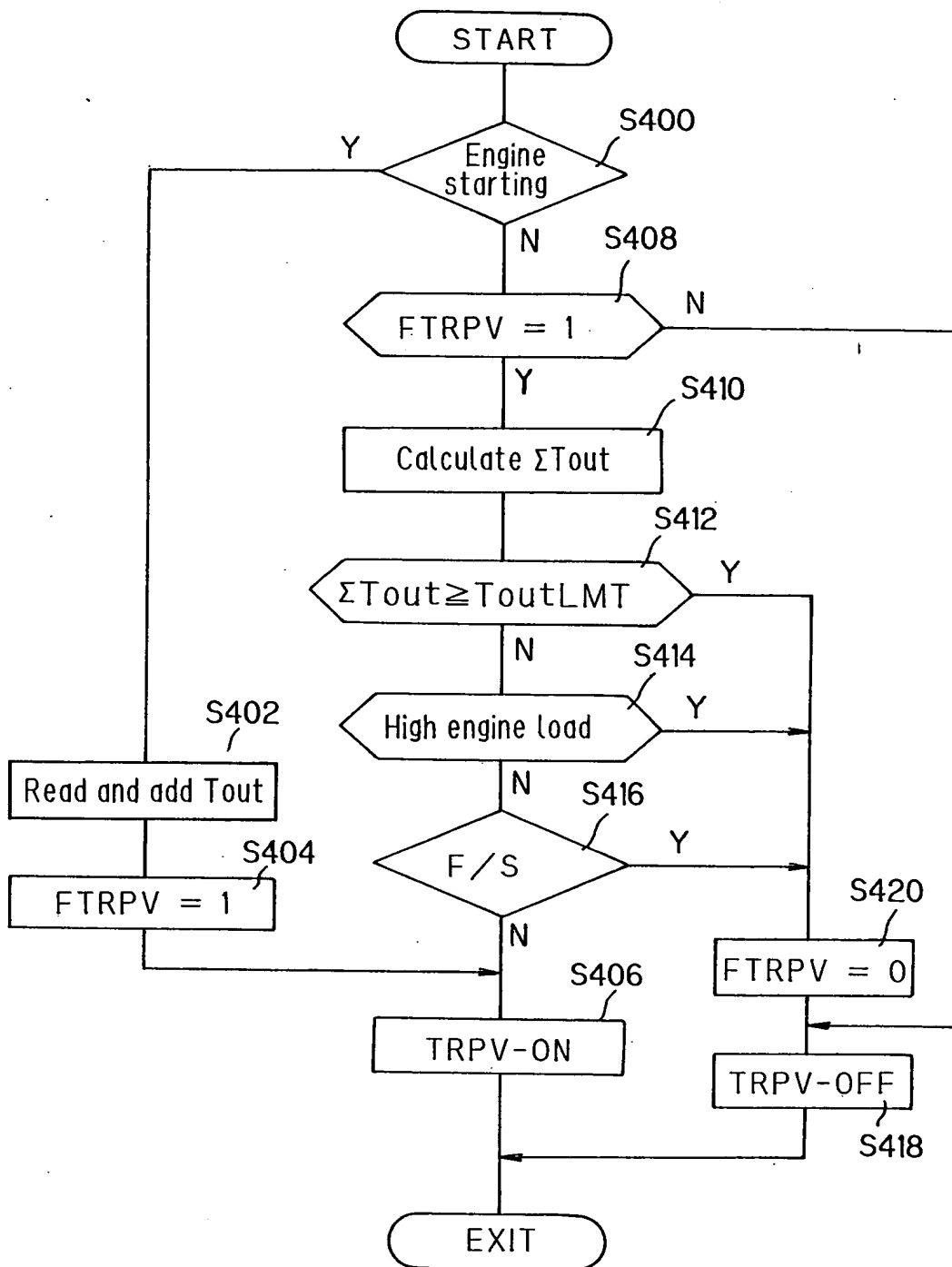


FIG. 20